

CDXC newsletter

Club Net: Mondays, 7pm local time, 3773kHz.
Club Alerting Frequencies: 144.525MHz, 70.385MHz.
Deadline for next Newsletter: Jan. 20th.

Issue 64

20th Nov. 1989

Editor: G3XTT

CLUB NEWS

FROM THE EDITOR CDXC had an extremely successful day at the HF Convention, signing up over 20 new members. In particular it's good to see so much cross-fertilisation beginning to occur between CDXC and FOC, both groups having much in common in wanting to promote high levels of operating achievement on the HF bands. Rather than welcoming new members individually, a full membership list appears elsewhere in this newsletter.

On the radio front there has been plenty to chase since the last newsletter. Excellent propagation on all bands, at least for some of the time, together with plenty of moderate to rare DX, particularly from the Pacific. A recipe for lots of enjoyment. The appearance of XW8KPL has added an extra ingredient to the recipe, though I have yet to catch up with this particular one. Then there is the latest news from ARRL which seems to be much as anticipated: T33 and 3D2 (Conway Reef) will be added to the list, whereas the Austral and Marquesas Islands will not. I have yet to see this information in writing, but it appears to be accurate. I have no news on Walvis Bay at the time of writing. Another piece of DXCC news is that 10MHz QSOs will now count towards DXCC awards, so all the HF bands are now included. For the future, both Bouvet operations appear to have the green light. The Norwegians now have four operators so there should be quite a buzz on the bands over the Christmas period. In addition, please do take note of the rules for the new Penaltt Trophy elsewhere in this newsletter, and have a go at it.

A word of apology to those who received their last newsletters rather late. If you were at the HF Convention you would have received your newsletter in person. Those who were unable to make it had to wait for a variety of reasons like having to get more copies printed, working out who had already received them, and so on. Please, though, don't complain about CDXC problems over the air. This doesn't help our reputation. Contact the relevant person directly if you have a grievance. In the case of newsletter distribution that is John, G4PEO, who does a splendid job in the midst of an extremely busy work schedule.

The CDXC net has been very poorly supported recently. Is there really

a demand for an 80m net? Would other arrangements (time, frequency, etc.) be more suitable? Comments, please, to John, G3HTA.

Deadline for the next newsletter is 20th January 1990. All contributions gratefully received. As I said last time, I am happy to receive input via Telecom Gold (86:TCJ018) or by packet to GB7WOK. On a technical note, I am currently preparing the newsletter using WordStar Professional version 5, and printing it directly at final copy size on a PostScript compatible laser printer. DX Editors are welcome to use news items from this newsletter (with due acknowledgement), but please contact the editor if you wish to reproduce a complete article.

Don, G3XTT

NEWS FROM MEMBERS

FROM STEVE, GW4BLE: As one of the operators at GW6GW in 1980, may I be one of the first to congratulate the GJ6UW team on becoming the new UK record holders for the CQWW Phone. An excellent score, under not really outstanding band conditions compared to, say, last year. I understand that GW8GT, who were also contenders for the record, could only manage around 4,800 QSOs, some 2,000 less than yours!

Due to the strong winds (was that an understatement!), my tower was kept down to no more than 35 feet with consequently the loss of the 80m Western sloper followed on the Saturday with the Eastern sloper being brought down when a tree behind the house fell, bringing my wire with it. On topband the twenty odd feet loss in height did wonders for the shunt feeding of the tower, with the whole lot flapping around in the wind and the Butternut HF2V looking more like a boomerang than an aerial.

Despite all this I'm reasonably pleased with my claimed score of 4,058,880 from 3,048 QSOs and a total of 560 mults. Individual band breakdowns for those who are interested shows:

BAND	QSOs	ZONES	COUNTRIES
160	21	3	15
80	137	9	52
40	225	20	72
20	378	29	96
15	546	32	99
10	1741	30	102

I used the K1EA programme to dupe after the contest and also print a multiplier sheet, etc, but there were problems with this as it showed some "extra" countries that I hadn't worked on some bands such as KC6, KP2 (as KV4) and KC4 (Antarctica). Also the LYs (UP) were shown as Argentina and GM0ILB (Shetland) had to be added. The CTY file will have to be amended before the next one, hi! (You can actually do it immediately Steve, and re-run the scoring and duping. That's what I did with the GJ6UW logs - ed.)

Two weeks before the CQWW I put in an entry for the RSGB 21/28MHz.

This is always a good run-up for the World Wide to check out the rig, antenna, TVI (!) etc... Conditions from here did not seem as good as last year, even though my claimed score (574,308) was up. QSO totals were down by almost 100 with no real fast rates (probably due to the wrong weekend listed in QST). Band breakdown shows:

BAND	QSOs	MULTS	POINTS
15	264	74	792
10	940	85	2820

I know that GWOARK and G4YLO both put in good scores, but haven't heard from any other CDXC members who may have entered. Ian, G3WVG, should be here for the end of the month to hopefully give Al Slater a run for his money in the CQWW CW while I'm busy with the worst part of the contest.....the QSLs!

Regards to all, Steve, GW4BLE

FROM STEVE, G4ASL: This Christmas it will once again be the turn of my in-laws in Poland to put up with me, my poorly spoken Polish, huge appetite and Amateur Radio.

I have already applied for my guest licence and SO5ASL callsign which I first held in 1985 but which has to be renewed for each visit. This time I shall be active from the 14th December until 6th January on 80-10 metres (not WARC), cw and ssb with an FT747 and HF5 trap vertical.

On previous visits there has been lots of demand for SO5 (from prefix hunters) but, pile-up permitting, it will give me a lot of pleasure to chat to UK stations, in particular CDXC members. I do hope that many of you will give me a call so that I can send you seasonal greetings from Poland.

FROM ANDREW, GOHSD: I hope everybody is OK and didn't suffer too much damage in the gales. That, of course, was the weekend of the CQWW SSB. This year I was taking part for the first time. I spent the week ironing out all the niggling little problems like RF feedback on 10m, and Don (G3OZF) and I spent the best part of two weekends erecting my new tower and beam.

So, 0000GMT Saturday and I was off. By 0300 the 40/80 vertical was damaged and I was seen on several occasions dancing around in my dressing gown, in a gale, with a blow lamp trying to resolder the feed point. After three attempts I gave it up as a bad job.

At 1130 the wind was still blowing and the tribander was starting to move of its own accord. Before long it was spinning freely, the coax was ripped off, and it was useless.

The next point of concern was the tower which stirred and swayed in the gale and threatened to come down on the house. So, by 1400 I had given up. Depressed, I returned to the shack. Tinkering around I found I could get the 160m vertical to resonate on 10,15 and 20. So I worked the rest of the contest on that antenna.

Obviously my score is low, only about half a million points, but I had fun although it cost me an antenna. Not much more from me. Hope to see you all at Thames Ditton.

73 de Andrew

FROM ALAN, G4NXG: How nice it was to see so many CDXC members at Oxford this year. Once more it was a successful weekend and has become, I feel, one of the prestige events in the DX calendar. Well, I am still chasing DXCC Honour Roll at 70mph. It may be fastest in one respect, but my attempt at the DXNS Speed Challenge is probably the slowest at 58 days 21 hours 54 mins, and most of that was thanks to the CQWW. In fact, during the contest I worked over 300 stations in 82 countries and 25 zones. Since the contest I have worked 20 countries that I did not work during it so maybe I should have delayed my application as I would have done it in 17 days 7 hours 42 mins, hi! Contest score was 127,065, my record so far.

Since my last letter fifteen all-time new countries have been added to my total, now standing at 260. They include 4J1, VK9L, 3D2(Rotuma), KH7, KG4, ZK1(S), TT8, A3, 9N, YN, VP8(S.G.), ZS8, ZK2 and, at last, a legitimate contact with A6. My confirmed score has now reached 250 with cards from FG, KP5, VK9L, YS, 5W, KH7, KG4, 3D2(Rotuma), UH, TT8, A3, ZK1 and XF4. By the way, for those who saw my disappointment at Oxford when the XF4 card had the /M missing, the record has been put straight by the OH lads with a second card received recently.

Over the last three months I have been spending a fair amount of time on 18 and 24MHz trying to work 75 countries for the ARRL Diamond Jubilee Award. To date 67 have been worked and, by coincidence, 37 on each of the bands. The best DX has been KH6, KL7, ZS8, FH8, ZL, JA, 9M2 and LU(Z) in Antarctica. The bands are so quiet that I manage to rag-chew instead of struggling to work DX in pile-ups on the other bands. They are the only bands on which I am able to work "back-scatter" around Britain, so if any CDXC members hear me please give me a call.

In a couple of weeks I am off to Madeira on holiday. As far as radio is concerned it would appear from DXNS that every man and his rig is going to be there just before me but maybe they are CW men there for the contest. Anyway, I will hope to extend the activity period somewhat by operating mobile from the island and concentrating on 18 and 24MHz. I have not worked CT3 on the new bands yet so maybe there will be the chance of a pile-up or two! For back-up I will also take a fifteen metre whip as it would appear to be the best band for propagation to the UK.

The dates for my operation will be 2nd-4th December, with preferred frequencies being 18140, 21280 and 24945. Times will depend on the need for alcohol, though tat's perhaps not a good idea, come to think of it. Maybe a dipole would be a better option!

Over the Christmas period I am going to the States to visit my cousin in Rhode Island, so please look out for me signing W1/M. Rare counties to order! I haven't looked at the possibility of IOTA islands in New England, but maybe some are accessible by car. I will have to do some research.

Well, that's about it for now so 73 to all and good luck with the 3Y (those who need it!).

Alan

CONTEST CORNER

A number of CDXC members achieved notable scores in last year's CQWW contests, with GW4BLE setting a new UK record in the SSB event for single-operator all-band. Mind you, don't be fooled by the repeat performance in the CW leg - the operator was Ian, G3WVG (sorry to give the game away Steve!). G3FXB (welcome to CDXC, Al) was second in Europe on 28MHz, and then went on to achieve first place in Europe and third world-wide on 14MHz in the CW leg. Fred, K3ZO, was second in the W3 call area in the CW event. Both Al and Steve did well in the 1989 ARRL Contest results. Many other CDXC members put in excellent scores in all these contests.

The CDXC multi-single effort this year as GJ6UW broke the previous British Isles record set by GW6GW back in 1980, and also beat the previous multi-multi record of GB4ANT. The European record eluded us due to a shortage of multipliers, though our QSO total was higher than that achieved by last year's record-breaking effort by IR4LCK. The pile-ups we had on 15 and 10, especially from Japan, had to be heard to be believed! the breakdown was:

	QSOs	QSO Points	Zones	Countries
160	39	46	5	39
80	305	390	14	62
40	906	2025	25	94
20	884	1999	32	113
15	1462	3619	34	101
10	3238	8682	32	106
TOTAL	6834	16761	142	515

Claimed score = 11,011,977

Unfortunately, the CDXC "Team" entry (GW4BLE, VP5T (alias G3YDV), G3FXB, GOHSD and GWOARK) was not so fortunate. Both HSD and FXB had antenna problems as a result of the high winds and had to call it a day. See also GW4BLE's and GOHSD's contributions elsewhere in this newsletter.

For the future, we certainly intend to put in major efforts in next year's CQWW Contests. If the last-minute interest this year was anything to go by, we should be able to put on at least one big multi-single station in both the SSB and CW legs, as well as single-operator teams (the CQ definition of a team is five single-ops across at least two continents). We can also have our own CDXC competition in these or any other contests, with a table of claimed scores in these pages (to prevent having to wait a year for CQ to publish the results). For those who want to gain some experience at contest operating, we hope to put on one or more multi-op efforts in next year's WPX Contest in March as something of a training exercise. However, there are ways and means of getting good pile-up experience even from your home station. Dave, G4BUO, recommends going on for the last half-hour or so of an RSGB contest, when other entrants are running out of stations to work, and you will suddenly discover what it is like to be in demand! Contact Steve, G4JVG, or myself if you want to get involved in CDXC's contesting programme.

THE ALLAN PHILLIPS
GW0BIC
MEMORIAL TROPHY

Allan Phillips, GW0BIC, died suddenly on Sunday 11 June 1989. He was 47 years old. A quite unbelievable loss to his wife Sue and his two children, Lisa and Nigel.

Allan was a most enthusiastic radio amateur in the field of DXing and known and appreciated by everyone in the Western DX Group and by those who knew him in the Chiltern DX Club and indeed world wide. We all miss his company, his competitive spirit and the contribution he made to the success of the HF DX Information Channel on 2 metres.

Working DX on the low frequency bands, particularly 40 and 80 metres, provided his greatest enjoyment and satisfaction. Prior to his death he was striving to build an impressive system of aerials that would put him in a formidable and challenging position among his friends. That task was not to be completed.

We will never forget Allan because of the good times we shared pursuing and talking about DX. His friends in the Western DX Group feel that it would be most fitting that his memory should be held widely by way of a cup or trophy to be awarded annually for achievement in the field of LF DXing where Allan had found so much enjoyment. The Western DX Group has no formal structure and most who identify with that Group are members of the Chiltern DX Club which is the DX Club for all of Great Britain. It was therefore suggested that his friends subscribe to provide a trophy that will be competed for annually by members of the Chiltern DX Club. It should be suitably inscribed as the "Allan Phillips, GW0BIC Memorial" and because of where he lived, near the village of Penallt and how proud he was of his home in Wales, it could be known as the "Penallt" Award.

Clearly another separate annual weekend competition would not be appreciated by the radio amateur fraternity or justified. A small group of Western DXers has considered what sort of competition for the trophy would be suitable, bearing in mind what Allan enjoyed, and we have agreed rules that should be acceptable and challenging to CDXC members. As DXers we are all active almost daily and to compete for this award, a challenge based on DXCC countries worked on any five days on 40 and 80 metres over a six month period will be used.

This trophy would be the first that the Chiltern DX Club would have, and perhaps more would follow. It could be presented at the AGM of the Club, at the buffet that traditionally follows the HF Convention, or be flexible to suit circumstances. Submission of log entries would go to someone who should be nominated as the CDXC Contest/Competition/Awards Manager. At the moment not too demanding a task. What is proposed has been discussed with Sue Phillips to ensure that it meets with her wishes in all respects. Sue is absolutely delighted. More than one hundred pounds is already available to buy and have a suitable cup engraved. Sue has given more than half of that and, from enquiries, a really worthwhile trophy can be had for that amount.

There is no reason why this trophy should not be competed for right away. Normally five selected days over six months will be used as explained in the following rules but exceptionally for this first, award, the four months that remain, ie 1 December 1989 to 31 March 1990 will replace the dates in rule 4.

We hope that you will enjoy competing for this award - have fun!

73, John Forward, G3HTA
on behalf of the Western DX Group

RULES FOR THE GW0BIC, ALLAN PHILLIPS MEMORIAL TROPHY

"THE PENALLT AWARD"

1. The competition is open all Class A licensed and fully paid up members of the Chiltern DX Club who normally reside in the United Kingdom.
2. Entry may be only as a single-operator class and operating from the usual home station location.
3. The only bands that may be included for scoring are 40 and 80 metres, using any mode.
4. For the purpose of scoring, an entrant may select from his/her logs not more than five days during the period 1st October to 31st March of the following year. A day is defined as midnight GMT to midnight GMT. Selected days do not have to be consecutive and may include any contests if so wished.
5. Scoring will be the total number of DXCC countries worked on the current list on the selected days. A country may be counted once on each band irrespective of mode used.
6. Logs for each band separately must show date, time, call worked, both reports and name of country claimed. A separate summary sheet should be attached showing claimed combined score along with details of rig(s), antennas and any other comments you may wish to add. Logs must be submitted, to the CDXC Awards Manager and post-marked not later than 30th April.
7. The Allan Phillips GW0BIC Memorial Trophy, the Penallt Award, will be presented to the winning member at the Annual General Meeting of the Chiltern DX Club or at a gathering where Chiltern DX Club members will be present.
8. It will be the responsibility of the winner, having received the award, to take all reasonable care for its safe keeping and cleaning. The Trophy must be returned to the Awards Manager by a date to be stipulated and by the means agreed at the time when the award is handed over.

THE 1989 FLANNAN ISLES/ST.KILDA DXPEDITION

GB0FLA and GB0SK

(by Andrew, GOHSD)

Before I start, please note that there are certain incidents that some may find embarrassing. But after the bashing Martin has given the "High Stugeron Dose" story in the pages of RadCom I don't care! After a week of rampaging at high speed around some of the most beautiful parts of Scotland, we were finally on the Isle of Lewis. It was Friday 7th July and I awoke with a foul hangover and a very unsettled stomach. This was due to a riot the night before involving Martin, G3ZAY, Catherine G60QA, Chris (Waggle) G6VMA, Mark G1XMO, myself, two bottles of Talisker ten-year-old and a spade - not to mention a troop of German boy scouts. But that's another story.

Back to the plot. We drove to Stornoway airport where we met Don, G3XTT, who had taken the plane up to join us for the vital part of the trip a week after we had left Cambridge. Once Don had arrived we were all set to get started and the DXpedition was set into motion.

We spent the rest of the day exploring Lewis, which was having the best weather it had seen for many years. Before we set off for a walk we called in on our skipper, Donald Wilkie.

Donald was a truly deceptive character. He appeared (and was to a degree) incredibly vague. In the short conversation we had with him we learned that the 40ft yacht "Annag" had no auto-pilot, no radar, and the radio, depth-sounder and Decca navigator were all in various states of disrepair. This, as you can imagine, left us somewhat wondering what we had let ourselves in for. To add to this, he later revealed that he had not yet found a crew member to help him sail the boat!

The next morning we met Donald again, who told us to be at the boat at 12pm. The boat was moored at Amhuinnsuidhe near Tarbert in the south of Harris. So at 11.45am we were at the harbour, which belonged to a very nice Victorian castle owned by a dead Dutchman, and was very large and sheltered. This is where we caught the first glimpse of the boat.

We unloaded the two cars and the trailer and piled all the gear up against a few old lobster pots. Were we really going to get it all on the boat? We had suitcases containing an FT101ZD, TS120S, TS430S, KW1000, not to mention two Honda generators, two portable masts, food, water (and whisky!), rucksacks, six whisky glasses, tents and everything else you would need for a DXpedition to a deserted island. At 12pm there was no sign of Donald. He eventually turned up at 2pm after getting stuck behind the island's tar-laying machine for two hours.

Everything was loaded. We used a small inflatable dinghy to take the gear over the two hundred yards of salmon infested water. This proved to be an interesting task but we soon mastered it.

Once we were all aboard we were given a safety talk, with a very detailed lecture on how to use the toilet. We then went below where we had the practical part of the training. The loo had two valves that had to be opened and closed in various sequences. Great emphasis was put on the fact that leaving the valves in the wrong position would have a very similar effect to the boat as pulling the plug out!

We set off at about 4.30pm for the Flannan Isles or The Seven Hunters as they are often called. Progress was slow as the wind was totally in the wrong direction and we had to make our way on the engine and a

HILTERN DX CLUB - MEMBERSHIP LIST - G4PEO

26/11/89

STLG	John	J. Robley	6 Pinewood Close, Paddock Wood, TONBRIDGE, Kent, TN12 6JW
STXF	Nigel	0932-851414	Falcons, St. Georges Avenue, WEYBRIDGE, Surrey, KT13 0BS
SUML	Laurie	01-202-7071	52 Park View Gardens, Hendon, LONDON, NW4 2PW
SVKW	Keith	04446-41000	Whitelockes, Folders Lane, BURGESS HILL, West Sussex, RH15 0DY
SVDF	Martin	04023-73366	17 Prospect Road, HORNCURCH, Essex, RM11 3TY
SVXZ	Mike	0628-27350	18 Rushton Avenue, MAIDENHEAD, Berks, SL6 1BZ
SWGN	David	0491-872523	Chapel Cottage, Rectory Road, STREATLEY, Berks, RG8 9QH
SXJZ	Colin		Racial Decca Transmitting Stn, Denhall Lane, BURTON, South Wirral, L64 0TG
SXTT	Don	0734-724192	105 Shiplake Bottom, Peppard Common, HENLEY-ON-THAMES, Oxon, RG9 5HJ
SYDV/NNM2	Steve	717-665-4000	PO Box 73, ELM, PA 17521, USA
SZAY	Martin	0223-311714	41 Enniskillen Road, CAMBRIDGE, CB4 1SQ
SZBA	Sydney	0532-686794	8 Sandmoor Avenue, LEEDS, LS17 7DW
SADD	Bill	0670-88259	4 South Road, Longhorsley, MORPETH, Northumberland, NE65 8UN
ANN	Chris	066475-329	The Cooleen, Main Street, HOBY, Leics, LE14 3DT
ASL	Steve	01-668-3386	115 Minifred Road, COULDSOON, Surrey, CR3 3JG
AZN	Barry	0235-24461	41 Radley Road, ABINGDON, Oxon, OX14 3PL
BUE	Chris	0903-814594	Alaosa, The Paddocks, Upper Beeding, STEYMING, West Sussex, BN44 3JW
CJY	Brian	0494-30018	78 Carver Hill Road, HIGH MYCOMBE, Bucks, HP11 2UA
DQM	John	0491-33012	13 Watlington Road, BENSON, Oxon, OX9 6LT
EDG	Steve	0392-216579	80 Nadder Park Road, St. Thomas, EXETER, Devon, EX4 1NX
FAM	Cris	01-658-5197	"Bellapais", Kelsey Lane, BECKENHAM, Kent, BR3 3NF
GED	Dave	01-578-4484	92 Betham Road, GREENFORD, Middx, UB6 8SA
IUF	Mike	0423-870375	Greenacres, 23 Pannel Avenue, Pannel, HARROGATE, HG3 1JR
IWA	John	0827-713670	16 Mancetter Road, Mancetter, AITHERSTONE, Warwickshire, CV9 1NZ
JVG	Steven		Penworth, Tokers Green Lane, Tokers Green, READING, Berks, RG4 9EB
JF	Ian	0734-780022	Hutt's Farm, Blagrove Lane, WOKINGHAM, Berks, RG11 4RX
JXG	Alan	0942-44700	17 Elmholme Grove, Hawkley Hall, WIGAN, Lancs, WN3 5RQ
PEO	John	0403-67338	Little Orchard, 12 St. Leonards Road, HORSHAM, West Sussex, RH13 6EJ
SOF	Jeffrey	0237-472282	Lowbell, Handy Cross, BIDEFORD, North Devon, EX39 3ES
STH	Tim	0749-813627	Crossing Cottage, Laayatt, SHEPTON MALLET, Somerset, BA4 6NG
IVB	Tony	0825-872599	Sunnyside, Muddles Green, Chiddingly, LEMES, East Sussex, BN8 6HW
IZD			13 Moorside, Middlestone Moor, SPENNIMODR, Co Durham, DL16 7DY
IDU	Phil	0903-814516	13 Dawn Crescent, UPPER BEEDING, West Sussex, BN4 3WH
IXO	John		Dunkirk Cottage, Capenhurst, CHESTER, CH1 6LY
IAQ	Brian	03632-3506	'Briarwood', Alexandria Road, CREDITON, Devon, EX17 2DH
ILQ	Hazel	0749-813627	Crossing Cottage, Lamyatt, SHEPTON MALLET, Somerset, BA4 6NG
ME	Mike	0491-35669	Douglas Bungalow, Beggarsbush Hill, BENSON, Oxon OX9 6PL
SN	Ian		74 Arcor Road, Coppel, CHORLEY, Lancs, PR7 5TX
YD	Tony	0772-742823	143 Pope Lane, Penwortham, PRESTON, Lancs, PR1 9DD
YOR	Drew	0592-200335	56 Myrtle Crescent, KIRKCALDY, Fife, KY2 5DY
ITS	Rob	0786-824199	24 Braemar Avenue, DUNBLANE, Perthshire, FK15 9ED
DBK	Phil	077687-653	Foresters Cottage, Lochnaw, STRANRAER, Wigtownshire, DG9 0RM
ARK		0495-226682	67 Bloomfield Road, BLACKWOOD, Gwent, NP2 1LX
AHN	Tom	0222-794855	173 Countisbury Avenue, Llanrumney, CARDIFF, South Glamorgan, CF3 9RS
CDP	Denzil	0792-813205	71 Crywlyn Road, Skewen, NEATH, W. Glamorgan, SA10 6EG
BKG	Steve	0656-840204	Lan Farm, Blackmill, BRIDGEEND, Mid Glamorgan, CF35 6EP
BLE	Stephen	0633-55261	101 Allt-Yr-Yn-Road, NEWPORT, Gwent, NP9 5EF
DFQ	Roger	0267-237481	Room 19 Nurses Home, St. Davids Hospital, CARMARTHEN, Dyfed
RHW	Barry		18 Afon View, Golftyn Heights, CONWAHS QUAY, Clwyd, CH5 4BW
J	Fred		P.O.Box 31097, TEMPLE HILLS, M.D. 20748, U.S.A.
WT	Ghis	6. Penny	Lindestraat 46, B-9880 AALTER, BELGIUM

CHILTERN DX CLUB

TOP 50
"WANTED"

[last update: NOV 89]

A	C	C	D	E	F	F	F	F	H	J	K	K	K	K	K
5	9	E	2	T	O	R	R	R	K	2	C	C	H	H	H
		O			O	/	G	J	T	8	6	6	1	3	4
		X			C			Z		0	A	.	W	E	5
								M						K	.

DK9KX 00492216801668

GW3CDP 0792 813205

G3CQJ 06285 30425

G3HTA 03632 3333

G3IFB 0452 713792

G3LQP 01 642 4956

G3MKJ 0825 4306

G3NKQ 0480 412789

G3NOF 0935 24956

G3OZF 0296 748354

G3SJX 01 656 9054

G3UL 01 202 7071

G3XTT 0734 724192

GMBYOR 0592 200335

G3ZBA 0532 686794

G4ASL 01 668 3386

G4ADD 0670 88259

GW4BLE 0633 255261

G4CJY 0494 30018

G4GED 01 578 4484

G4LJF 0734 780022

G4NXG 0942 44700

GW4ORQ

G4SVB 0825 872599

G4ZYQ 0772 742823

GWOARK 0495 226682

GODQS 0453 47243

S	T	T	T	V	V	V	V	X	X	Y	Z	Z	Z	1	3	3	3	4	7	9	3	F	F	T	Z		
T	2	3	3	K	K	P	P	U	U	W	Z	A	A	L	L	S	S	B	D	Y	W	O	G	D	O	3	S
0	0	1	2	9	9	8	8	7					8	9	8	6	6						2	C	R	A	/M
				.	.	.	.	.							.	.						J	S	h	w
				M	W	o	s	A								B	B										

A grid of asterisks on a light gray background. The grid consists of 10 columns and 10 rows of dashed lines. Each intersection of these lines contains an asterisk (*). The asterisks are arranged in a repeating pattern of small groups: a single asterisk in the top-left, followed by a group of three in the top-right, then a group of five in the middle, and finally a group of seven in the bottom-right. This pattern repeats across the entire grid.

CHILTERN DX CLUB - MEMBERSHIP LIST - G4PEO

26/11/89

BRS	Geoff	6. Watts	62 Belmont Road, NORWICH, Norfolk, NR7 0PU
BR510663	Frank	0935-24797	F. Parkhurst
BR525429	David	0423-67755	D. Whittaker
BJ8NK	Jan	010-4908904474	J. Harders
BJ9ZB	Franz	01014978224713	F. Langner
DK9KX	Hans	00492216801668	H. Hannapel
EL2WK	William		W. Kellie
F6EXV	Paul		P. Gianer
GOA8I	Peter	0769-80700	P. Green
GOAEQ	Ray	0990-28618	R. Moreshead
GOAKW			R. Sia
GOAMQ	David	0963-51015	D. Guy
GOBTY	Bob	0494-29868	R. Hearn
GOBRS	Mike	0453-47243	M. Glen
GOBLB			P. Jones
GOHSD	Andrew	0296-748383	A. Shaw
GOIHK	Ian	0491-36720	I. Tough
GOJSM		0772-622009	J. Brown
GOKUB	Spyros	0860-249308	S. Stavrinides
G2BJK	Graham	0934-742568	G. Brown
G3AAE	John		J. Kay
G3AEZ	John	030677-236	J. Greenwell
G3B3R	John		J. Lunn
G3C0J	Brian	06285-30425	A. Bower
G3ESY	Peter		P. Jones
G3FKM	John	021-429-3200	J. Allaway
G3FXB	Al	0403-891342	A. Slater
G3G1Q	Henry	01-567-6389	H. Lewis
G3GJX	Brian	0483-234636	B. Grist
G3GMR	Bob	0409-23301	R. Short
G3HCT	John	05642-2179	J. Bazley
G3HTA	John	03632-3333	J. Forward
G3IFB	Frank	0452-713792	F. Bliss
G3JFH	Terry	024267-3996	T. Russell
G3KDB	Peter	0543-253398	P. Miles
G3KMA	Roger	09905-8224	R. Balfitter
G3KXK	Nick	07073-5713	M. Waite
G3LCS	Des	0908-313379	D. Shepherd
G3LQP	Roger	01-642-4956	R. Brown
G3MCS	Bill	0472-851567	M. Hawthorne
G3MIR	Dave	0626-890327	D. Parr
G3MJJ	Dennis	0825-4306	D. Andrews
G3MKQ	Clive	0480-412789	C. Burchell
G3MKS	Derek	0242-241099	D. Thom
G3MWB	Rita		M. Shepherd
G3MWF	Don	0935-24956	D. McLean
G3OFN	Tony	0344-421783	H. Blake
G3OLU	John	0376-23429	J. Saunders
G3OZF	Don	0296-748354	D. Beattie
G3PSH	John	0734-844308	J. Coffey
G3RIR	Neil	0485-554522	N. Ackerley
G3RUR	Tony	01-890-0968	A. Roberts
G3RUX	Barry	0392-69909	B. Marshall
G3RZP	Peter		P. Chadwick
G3SJK	Peter	01-656-9054	P. Hart
G3SMW	Phil		P. Whitchurch
G3SXW	Roger	01-788-8819	R. Western

slow 5 knots. We had set off armed with a variety of sea sickness remedies that had little or no effect at the recommended dosage. We also tried "Seabands", the alleged answer to all motion sickness and nausea. They worked (?) on the acupuncture principle but had little effect. We dismissed them as a total waste of six quid. Stugeron, however, has my personal recommendation as being the sure fire way of avoiding 'chundering, but only if you exceed the advised dose at least three fold.

The Flannans are a small group of islands located some twenty miles west of Lewis. They are uninhabited except for millions of seabirds. The only real point of interest is the tale of the three lighthouse keepers who disappeared without trace and this story is told in the famous poem by Wilfred Gibson. We were reminded of this story on several occasions by hams we worked, one of whom was the last keeper of the lighthouse. This was automated in the late 60's. He also told us of other deaths on the islands, mainly of lighthouse keepers who threw themselves off the top of the light. It did have an eerie feel to it. After about six or seven hours at sea we arrived and anchored in very deep water some 50m from the landing stage on the east of the largest group - Eilean Mor.

Donald and Billy (yes, he managed to find some crew!) set off in the inflatable to inspect the landing stage. They returned a little down-hearted as the steps that led into the water had crumbled away and the only hope of getting us and our stuff ashore was to climb up a rusty set of iron rungs set into the wall of the landing stage. The landing stage was ten feet above the sea.

This called for some thinking. It was decided that we would send the two super athletes (Don and Chris) ashore to haul everything up by rope and to get the remaining people across as and when there was a space in the boat.

This last part of the journey is when people started to feel queasy. Martin performed a marvellous feat of being sea sick on dry land while the rest of us downed another Stugeron or two.

After a lot of toil on the part of Don and Chris all the gear and people were ashore. Maybe at this point Donald and Billy wondered what they had committed themselves to.

Now for the really hard work. It was midnight on Sunday morning and all the stuff was on the landing stage. We had to transfer it all up some narrow, crumbling steps up the cliff with no hand rail and the slightest stumble would have meant plunging headlong into sixty feet of icy water some thirty feet below. Luckily it was darkish and we could not see the full horror of what we were doing. Once up these steps it was a long haul up the bed of the old lighthouse railway track up the cliff at a good one in two gradient for what seemed miles but was probably only three hundred yards.

Once on the top, some three hundred feet ASL, we pitched the tents and packed all the stuff into them, had a well-deserved cup of tea and then bedded down, our first night on a deserted, haunted island only 400 yards across.

At 5am we were rudely awakened by Martin, who was anxious to get the operation under way. I quote from his article in RadCom, "Adrenalin levels did not allow much sleep and we were up at 0500 erecting antennas..." RUBBISH - I was shattered and could have slept for a week. Nevertheless we got the Butternut up and fired up the TS120S and the linear and G3TOK was the first in the log at about 5.30am. For the

first few hours Martin and Don smashed away at the pile-up, some of the participants having been awake all night awaiting our appearance. The Butternut worked well and we had no problem with the Far East, West Coast and Australia. The fact that we were 250-300 feet ASL certainly helped.

We all took turns operating and for me, at least, it was my first time working a pile-up. Not an experience I would relish every day, but good fun.

Problems occurred with the generators. In short, the 650W generator packed up and Mark spent nearly a full day stripping it down and cleaning it out. So a lot of our contacts were made barefoot or with only 250W or so.

The weather was fantastic and while we were not operating we took a good look around the island. The lighthouse, now fully automatic, once supported a crew and they brought rabbits to the island and these are still abundant. The lighthouse had a series of outbuildings, some of which were locked, but it was good fun mooching around.

The other inhabitants were the birds. Puffins were the most interesting and would let you wander close to get a good look at them. They live in burrows in the soft peaty soil and growl if they are approached in a threatening manner. Many, many photos were taken of these funny little birds.

We managed to get a weather forecast in the late afternoon. The Met. Office predicted a cold front followed by a warm front and winds of Force 6 to 7. Not good news.

Evening arrived and the whisky appeared again, and we all huddled in the operating tent taking it in turns to use the mic. After getting cramp we decided to adjourn to Chris's tent with the bottle and the cards while the keener members of the party stayed with the pile-up. This was great - until midnight, when I staggered out of the tent only to be greeted by a gale and the sight of my own tent about to fly away. Don crawled out of the operating tent and gave me a hand collecting large stones to weigh it down and rescuing the tent pegs that had been ripped out of the loose soil. I don't know whether Don's concern was for my tent or his rig and dry clothing which were stowed inside!

I awoke the next morning (Monday) with the traditional DXpedition headache only to find that the wind was still blowing and it was now raining. At 9.30am I finally stirred myself and operated on 20 and 15 for four hours or so and, to my surprise, we were still being greeted by a pile-up.

We had a superb lunch of a leg of lamb, bacon, eggs, soup, etc..in the shelter of a small stone building supposed to be a chapel. Even so it was difficult to keep the Trangia stoves alight in the wind. It was at this time the skipper was beginning to wonder about the weather. We managed to contact Peter, G3VIE, who kept us up to date with the latest weather info. By mid-afternoon the sea was beginning to show signs of being unfriendly, and the wind picked up. The skipper formed the opinion that we would try to get away the following morning and head for St.Kilda. The plan changed a little later and we decided to load the boat as much as possible that evening and just keep one station active until the morning.

So in the evening Peter gave us another weather update. In short, the forecast was for worsening weather throughout Tuesday, and the earlier we could get away the better. We conferred with Donald and it was

decided that we should leave there and then. This was at about 11.30pm. PANIC - I hurriedly swallowed three Stugeron and went and broke the news to Catherine. We both decided we were not going to enjoy the next 12 hours. A mad scramble took place. Everything and everyone was bundled up and hauled down the steep path, down the treacherous steps to the landing stage. Waggle (Chris) came into his own and went aboard Annag to stow. Don and Martin lowered the gear to Donald and Billy in the inflatable. They had problems keeping the boat alongside in the slight swell that was inevitable even in the lee of the islands. After risking life and limb up and down the steps and having loaded all the gear we boarded Annag and set sail at about 3.30am.

We motored out of the lee and as soon as we hit the swell Mark was violently sea-sick and spent the next 15 hours hunched over a winch while not moving or uttering a word, even when gallons of salt water washed over him.

About an hour into the voyage the engine broke down. The wind was dead against us but we hoisted the sail a little. Donald then spent the next five hours trying to fix a fuel blockage. At one stage he disappeared head-first into a deep locker to replace the fuel line with an old piece of tubing and part of our camping stove. After a long time of just seeing his legs wagging about in the air, together with muffled swearing, we eventually realised that these muffled sounds were in fact cries of "HELP!!!" as the locker doors had trapped him in the locker for ten minutes unable to attract attention.

The engine eventually started and Don and Martin, who spent all this time at the helm, now were able to attempt to head for St.Kilda with an engine. This task would have been a lot easier if we had known where we were. Yes, you guessed it, the Navigator could not work with the engine running or if the voltage from the battery was too low, and was giving totally false readings. Donald spent ages on dead reckoning to find out where we were and then we were able to make slow progress in what we hoped was the right direction.

Most of what is to follow about the journey I remember little about but most of the time I was out of my skull as I had taken approximately 2 Stugeron per hour for the entire 15 hour voyage (recommended dose is two before the trip, then one every eight hours).

Somewhere between 1 and 3pm Martin spotted Boreray, a large island seven miles north of the main island of Hirta. Great, we were there - or so we thought.

More or less as soon as we saw land the weather took a turn for the worse and we ended up in a Force 8 to 9 storm, in which we were all drenched, some sea sick, while others saw blue Transit vans=s and dreamt of pottery (during the storm as Donald and Billy did their best not to over-turn the boat Donald uttered the ultimate in understatements. In a soft tone he said, "Geewhiz, we could have done without this.") After three or so hours of rough sea, where we stood a good chance of being turned over, we managed to find Village bay, the only place that vaguely resembled shelter on Hirta. The water suddenly calmed, almost as if someone had flicked a switch. Don awoke from the deep slumber in which he had been for the best part of the storm, much to the amazement of us all.

Wet and bedraggled we left the boat, only to have another soaking from great sheets of water that were hurled at us by the wind whilst ferrying ourselves across to the shore. The army had agreed to let us use

their drying facilities and, after a good shower, we felt almost human again. We could not bed down immediately, however, as 85% of our kit, including sleeping bags, had been saturated and we had to wait for them to dry.

Hirta, the largest in the St.Kilda group, is located 42 miles west of North Uist and 50 odd miles south west of the Flannans. The island was inhabited up until the 1930's when the islanders were evacuated for health reasons. later the armed forces stepped in to keep the islands populated and to set up a radar base away from prying eyes. In recent years the National Trust for Scotland has opened the island up to work parties, made up of individuals who pay to come to the island and partake in restoring the derelict houses and cleats.

As soon as we had the tents up we made for the Puff Inn - the island's pub and scene of many a wild party. It rarely stops serving before midnight. This is where we met up with other visitors such as divers, ornithologists and fishermen. We had been told that we could obtain a hot pie from the bar - the first food for 24 hours. No such luck. they had run out! Once our stuff had dried we made for bed, absolutely exhausted (having had a strenuous 48 hours), and collapsed into our sleeping bags.

Wednesday arrived and we boarded Annag at 11.30am for breakfast; all that is except Mark who was heard to vow he would never set foot on a boat again.

Once ashore, the real operating started in earnest. The 1012D was used on HF while I used the 120S on 40 with the army issue fold-away dipole. We did very well, considering we were surrounded on three sides by mountains.

As we progressed, we were made aware by the Worked All Britain crowd that St.Kilda lies in four WAB squares. Hell! More work. So on Thursday we carted the Butternut, TS120S and the car battery across the island some quarter of a mile to the next square, NF09, while the main station stayed at our camp in NF19. Not satisfied with this feat, we were asked to journey to the other two squares - both being at the top of the mountain some 365m ASL. The only way up was by a steep road which we had explored earlier in the day, far too steep to carry a station, so Chris used his influence to gain the assistance of the army who provided a Land Rover and driver. So NA00 was aired for a few minutes. The remaining square, NA10, was deemed impossible as we had been attacked earlier by skuas (when we mentioned this to the warden, he danced with glee - not because of our near death but because this meant the birds had expanded their territory!).

After a good look round the village and a nose at what the work parties were up to, we returned to camp. Donald and Billy joined us and we managed to get a weather update which was favourable. So with no further ado we headed off to the Puff Inn (the keen ones staying with the rigs!) and signed the visitors book, which happened to be the ceiling. We left the Puff Inn a little sad, but Catherine and I managed to produce a token sand castle between us and then settled down for our last night of sleep away from the hustle and bustle of the real world.

We packed everything up the following morning and set sail. The return trip was great. The sun was beating down on us and we all left the boat very well fed, sunburnt and begging for just another week to learn a little more about sailing. The return trip ended as it should by near disaster. Donald pushed the dinghy away from Annag to return

Martin and a couple of others to shore. When he was a few feet away he tried to start the motor. Would it start? No. There was a mad scene, not captured on film, of Martin yelling for the oars to be thrown from Annag into the dinghy. By the time they were found and redeemed from the locker, the dinghy had drifted fifty yards from the boat. The oars fell short, and Martin was seen furiously paddling with a jerry can until Donald finally got the craft started. Crazy.

Friday night we were back on Lewis, knowing that we had done a good job. The only casualties were two Karrimats (blown off the landing stage at St.Kilda), Don's brand new suitcase (dunked and battered and later thrown away) and an army-issue spade.

Conclusions

Well, I enjoyed it. We made about 1500 contacts as GB0FLA and 1000 as GB0SK. Martin excelled himself with all the planning and preparation in getting the whole trip organised and the only things not to go according to plan were the weather and a defective boat.

We all agreed that Donald and Billy earned every penny. They will no doubt have many a tale to tell of the six crazy hams and their antics.

APOLOGIES

Apologies are due to Alex Korda, G4FDC, who was referred to in an earlier CDXC newsletter in the context of an article of G4LJF's which appeared in Radiosporting magazine. Although Alex does pass material to VE3BMV, editor of radiosporting, from time to time, he assures me that it was not he who passed on Ian's article which had previously appeared in these pages.

DX CALENDAR (Tx G4DYO)

Now	XW8KPL	Til Dec	JA8VKP/JD1
Til Dec 8	PJ4 by K3IPK	Til Dec 14	3D2XV Rotuma Is
Til Dec '90	ZM pfx by ZLs	Nov 22-Dec 3	KC6MX/KC6IF
Nov 23-Dec 2	N2OO/VS6	Nov 23-Dec 6	3D2ML by OH4ML
Nov 24-Dec 14	TL by DL8CM	Nov 25-Dec 15	5W and 3D2 SM7PKK
Nov 28-??	XW by HAs ??	Nov 28-Dec 2	K8CW/VS6
Nov 28-Dec 2	WB2KXA/VS6	Nov 28-Dec 2	XX9?? by Ws
Nov 28-Dec 4	ZK1(S) by OH4ML	Nov late	70 by USSR Ops??
Dec 1-3	ARRL 160m Contest	Dec 1-10	IY0ONU
Dec 2-3	Spanish DX CW Ctst	Dec 2-4	CT3 by G4NXG
Dec 3-7	P29VPY/P29VCR	Dec 7-11	C6 by Ws
Dec 9???	1S1DX by HAs???	Dec 9-10	ARRL 10m Contest
Dec 11-16	P29VPY/P29VCR	Dec 16-Jan 13	3D2XR Rotuma SM7PKK
Dec 23-26	3D2VD by OH2MCN	Dec 25-?	BOUVET ISLAND
Dec 27-30	5W by OH2MCN	Dec 29-Jan 7	8Q7BX by I4ALU
Dec 31-Jan 3	3D2VD by OH5VD	Dec 31-Jan 8	JA3EMU/JD1 Oga.
Dec/Jan?	HK9 prefix	Jan	8Q by F's
Jan-Mar	Special LU calls	Jan-Dec	VR200 Pitcairn
Jan 10-23 ?	T2 by SM7PKK	Jan 15-29	ZM7VS Chatham Is
Jan 25-Feb??	T30 by SM7PKK	Jan 26-28	CQWW 160 CW Test

From The Chairman

G4LJE

Hello everyone,

Please excuse me if this is a shorter contribution than normal, but I have had very little time at home of late, and only have an hour or two to put this together.

May I begin by welcoming the many new members who joined us at the HF convention. I hope you will find membership beneficial, and if within 2 meter range of Wokingham, please say hello, as I was not able to attend the Convention myself due to other commitments overseas. It is good to see one of our founder members, Bill G3MCS back too!

I must apologise for not appearing on the Club Net on of late. The winds of the weekend of the CQWW took their toll here, and all my antennas are down with the tower. I did a Single Op 10M entry, and whilst trying to turn the antennas is horrendous winds, the gears in the T2X Tailtwister stripped! It is the first time though that I have seen the indicator move at a reasonable speed! New parts are on order from the States due to lack of spares over here, but to date nothing has arrived.

However, I now have an opportunity to install new antennas for the Cluster, which has now been approved by the VHF Committee, and so by the time you read this, it should be up and running.

Packet Cluster

The approved frequency is 70.325 as expected, with access also via WOK2 Net Rom on 144.675. Due to licencing requirements, the Cluster will have the Call Sign G4LJF-4 till January 4th, when I will change it to GB7DXI. I will be putting a 4M 1/2 vertical at the very top of the tower for direct connection, whilst those of you to the West will be able to connect to WOK2 through NEW22 Net Rom, till we get the 4M repeater established at Membury. Mean while, the first financial support has arrived from Trevor G0KTN, and I will be sending Trevor full user documentation shortly, as soon as I can get the layout established. This will involve quite a lot of photocopying of the AK1A manual, so if you want to get the most out of the System, please help us by making a donation to offset the costs which will increase as we expand the coverage.

I have managed to convert my Pye Westminster to work on packet successfully. The following might be of help to those with similar radios.

I used a PNP transistor, placed across the back of the mike socket to speed up the TX response time, and to get round the high voltages that exist on the Westminster PTT line. The base is connected via a 10K resistor to the TNC PTT line.

I drilled a hole in the rear of the case for a DIN connector, and did the following mods to the radio:

TX AUDIO

Inject the TNC audio through a 68K resistor and a 10nF cap wired in series to the base TR3 on the TX AF pcb. Silence the previous stages by linking pins 3 & 4 to bypass the ic pre-empahsis and clipper.

RX Audio

Remove the 0.22uF cap C32 on the rx 455khz If board, replacing this with a 1k resistor and 47nF cap wired in parallel. This removes the rx de-emphasis. Take audio to TNC from the AF board pins 8 & 9 with ground on pin 9.

That's all there is to it, and it works fine with a Tx Delay set at 30. It is important on a contact not to overdeviate, as this introduces unprocessable tones. Turn the dev down until it does not work, then increase it till it does on a fairly distant contact.

QSL Cards

Still no photos from anyone! I have been in touch with the British Tourist Board, and they have sent me some transparencies. However, I will be going to their headquarters this week to see whether they have something more suitable. I am still open to offers though!

Bouvet Support

Having spoken to Rusty Oates W6OAT whilst in San Francisco, and gleaned all the general info on the W9SU Dxpedition to Bouvet, which has been completely funded without any financial support from the Ham community, it does seem absurd to me that we should be helping fund a parallel expedition which is seeking to extract some \$200,00 from us! As a result of the brilliant effort by W9SU and his team, I hardly think that we should be wasting our funds by supporting the Norwegians. Much as I too appreciated the very fine efforts of Einar in putting Peter 1st on the air, does it really make sense to encourage two expeditions to Bouvet at almost the same time?

It is my view that we should write to LA1EE and withdraw our support of \$250, in view of the W9SU no-cost expedition. I think that Einar should wait and see how the Americans do. If they fail, well the LA boys could always try for next year, and if they succeed, then perhaps we should support a return trip to Peter 1st?

This will be discussed at the next Committee meeting, but should you have any strong feelings either way, then please let a Committee member know.

Final Thoughts

We have written to W6GO and asked for a copy of his QSL manager list that will reside in the Cluster, so you can ask it for QSL info! We also hope to incorporate a Club membership list complete with address's and telephone numbers. We will also be able to put in a "Wants List" database, so you will be able to see who needs what is on. Perhaps I could farm out some of this to G4PEO and GW4BLE, as they have the files almost in the correct form.

Finally, I wish those of you who will be going to the dinner on December 2nd a very pleasant evening. I can't believe this, but I have to be away yet again! Who says an airline pilot's life is all glamour!

73 es gd Dx

de

Ian Shepherd